

4.0 Future Parking Conditions

4.1 Relationship to Other Downtown Lincoln Studies

4.1.1 2005 Lincoln Downtown Master Plan

The final report of the *2005 Lincoln Downtown Master Plan* adopted by the Lincoln City Council on September 26, 2005 includes extensive references to the critical role of parking for the future of Lincoln's downtown area:

- Guiding Principles include “Improve Parking”
- Lincoln Objectives include under General Issues & Concerns “Parking – too many lots – too few spaces”
- Under Capacity Diagram – Fundamental requirements necessary to attract investors, including proximity to public amenities and availability of parking
- New Development Capacity Summary Demand
 - Retail: 900,000 s.f.
 - Residential: 2,800 units.
 - Office: 4,900,000 s.f.
 - Parking Structures: 12,400 spaces
- Land Use Framework – Vertical mix of uses encouraged with uses other than parking on ground floor.
- Parking structures shown on south side of “Q” Street, west and east of 14th Street.
- Housing - Parking on-site listed as key requirement.
- UNL-Oriented Housing – Parking should be integrated into each building or housing unit, shared parking structures should be discouraged.
- Employment Framework provides that “Parking – sufficient, convenient spaces.”
- Downtown/Antelope Valley Framework – “Both will benefit by continued study and coordinated planning of city, private, and university parking facilities.”
- Convention Arena and Conference Center Framework shows Arena/convention and hotel facilities in Haymarket West of 8th Street with several parking structures.
- Arts and Cultural Framework – “Reflects the preferred relocation of Downtown Bennett Martin Public Library to the current Pershing Auditorium site as the Library Board recommends.”
- Parking Framework – “The downtown parking facility is a city’s ‘front door’ leaving a lasting impression on visitors and residents alike. It is simply good business sense to provide parking that welcomes the shoppers and supports the retail framework.”
- Parking must be easy to locate and easy to use locking into the retail core, for it to facilitate downtown activity.
- Parking Structures should provide:
 - Convenient access to primary retail street.
 - Active uses at the ground floor including corner entries to shops.
 - Facades compatible with adjacent uses.

- Parker-friendly auto circulation – a floor plate with minimum 240' width providing four parking bays allowing easy one-way auto travel.

The *2005 Lincoln Downtown Master Plan* includes an implementation program with several higher priorities listed as “Catalyst Projects”. Several of these projects are within or immediately adjacent to the East Downtown Parking Study area.

Project A, the “Civic Square Development”, a new public square and adjacent mixed-use development on the northeast corner of 13th and “P” Streets, includes “strategically locating a new parking structure to effectively serve retail and office employees”. The project description also mentions “possible office parking to be provided below-grade at the square”.

Project B, the Parking/ Mixed Use project on the south side of “Q” Street between 13th and 14th Streets includes “public parking structure for 400 cars” and “100 residential parking spaces underground”. The concept plan shows one level of underground residential parking and five levels of above ground public parking with street level Retail and Residential Units or Hotel above.

Project C, the Civic Square Office project on the northwest corner of 13th and “P” Streets includes “Office parking for 180 cars underground”. The concept plan depicts two levels of parking underground with a new office/ retail building above. The underground parking is shown extending under 13th Street to the parking under the new public square.

Project D, the P Street Infill Development on the Runza Building on the northeast corner of 14th and “P” Streets could generate additional parking demand.

4.1.2 Bennett Martin Library Study

The Bennett Martin Public Library Space Needs and Facility Study completed in March 2003 considered several sites for upgrading the current downtown library at 14th and “N” Streets. On March 15, 2005 the Library Board unanimously approved the vision for a future new library site on the square block currently occupied by the Pershing Event Center.

In their deliberations the Board discussed the need for parking for library patrons in addition to the approximate 150,000 square feet of building space. The library building would face Centennial Mall with open space and parking for approximately 120 vehicles in the east half of the block. It is noted that the parking demand for the new library would be within the 190-space demand assumed for the current Pershing Event Center.

This plan is a long-range plan for a new library, which will serve well into the future (50-100 years). The current library building was built in 1962 and is 43 years old. The new library site is dependant upon the relocation of the Pershing Event Center to a new Convention Center/ Arena location where the current US Post Office is located in the Haymarket area. That location will require several years of planning, budgeting, design,

land assembly, track relocation, building demolition, and construction before the current Pershing Event Center would be available. Since this is not likely to occur within the 2010 planning time frame of the East Downtown Parking Study, the current Pershing demand was assumed in this report.

4.1.3 UNL Parking Changes

The University of Nebraska has added two significant parking structures in recent years at 17th and “R” Streets and near 14th Street and Avery Avenue, each providing approximately 1,700 spaces. These facilities combined with an improved shuttle system and transit passes have significantly reduced the competition for public parking spaces along the common boundary between the Downtown and UNL Campus. For the purposes of the East Downtown Parking Study the parking for UNL student, faculty, and staff with campus destinations was assumed to be on campus. Of course, visitors and UNL based customers or employees of downtown businesses would continue to overlap into the downtown parking demand.

4.1.4 Capitol Environs District

The City of Lincoln has created a capitol environs district between 14th Streets and 16th Streets, essentially framing Centennial Mall and the area around the state capital building. A height restriction of 57 feet has been placed on this area. This effectively limits the height of a conventional parking garage structure in this area. In addition, a minimum structure height of 40 feet is also in place.

4.2 Projected Parking Demand (2007)

➤ 2005 Lincoln Downtown Master Plan – Catalyst Projects

The 2005 Lincoln Downtown Master Plan identifies several high priority projects to revitalize the downtown. Most of these projects include a parking component, which must be implemented in conjunction with the development. The concept plans for the Catalyst Projects depict parking structures with parking for 680 cars in the area of 13th – 14th Streets, “P” – “Q” Streets. It is estimated that 360 of the proposed spaces would be dedicated to satisfy the demand generated from new development, while the remaining 320 spaces would be available to satisfy existing demand.

➤ Federal Building Employee Shift

Discussions with the director of the Nebraska Office of the US General Services Administration Public Building Service indicated that 150 daytime employees would likely be transferred from the Federal Building to the Haymarket area within the next two years. Applying factors determined by the federal employee surveys, it is anticipated that this will reduce demand by 107 parkers. Of those, it was determined that 56 currently park outside of the study area, while 51 park in the study area.

➤ **Pershing Center Environs**

No significant parking demand change is projected in the Pershing Center environs given the preferred site of a future Convention Center/ Arena in the Haymarket Area. The 190 space demand identified for 2005 should remain fairly constant, and could even satisfy the projected demand for a new Bennett Martin Library proposed on the Pershing block in the 2005 Lincoln Downtown Master Plan.

➤ **National Research Corporation (NRC)**

The projected needs for additional office space to handle continued NRC growth in their building at 13th and “Q” Streets warrants conversion of existing parking floors to office space if replacement parking becomes available. It is estimated that 75 parking spaces are needed for replacement parking.

➤ **University Towers**

The planned conversion of the former University Club into 17 condominium units would generate the need for 25 additional parking spaces.

➤ **State Capitol/ State Office Building**

A recent (Nov. 2005) survey of State employees by the State Building Division reflects a similar level of interest and unmet demand (+350-400 spaces) for parking as the surveys conducted specifically for this study in 2003. The State is currently reviewing the results of the survey to determine any action that they may plan for the future. Their parking rates have not changed in the last few years.

➤ **The Children’s Museum**

A recent discussion with the Children’s Museum management indicates similar attendance figures as experienced in 2003. They continue to satisfy a significant portion of their parking demand outside of the study area, mostly at the University Place Garage. The museum currently purchases and distributes discounted parking tickets for the convenience of museum patrons.

➤ **Antelope Valley Land Use Changes**

Future land use changes planned for the Antelope Valley area east of 17th Street will generate the need for additional parking as that project progresses south adjacent to the downtown area. The University of Nebraska has provided more than adequate replacement parking in their two new garages for spaces that have been lost to date in the northern portion of the project. Phase II of the East Downtown Parking Study will address the parking needs of Antelope Valley.

The 2007 Projected Surpluses/Deficiencies By Destination for the East Downtown Lincoln area are shown in Figure 13. Surpluses/Deficiencies for blocks outside the East Downtown Lincoln area were taken from the 2001 Downtown Lincoln Parking Study.

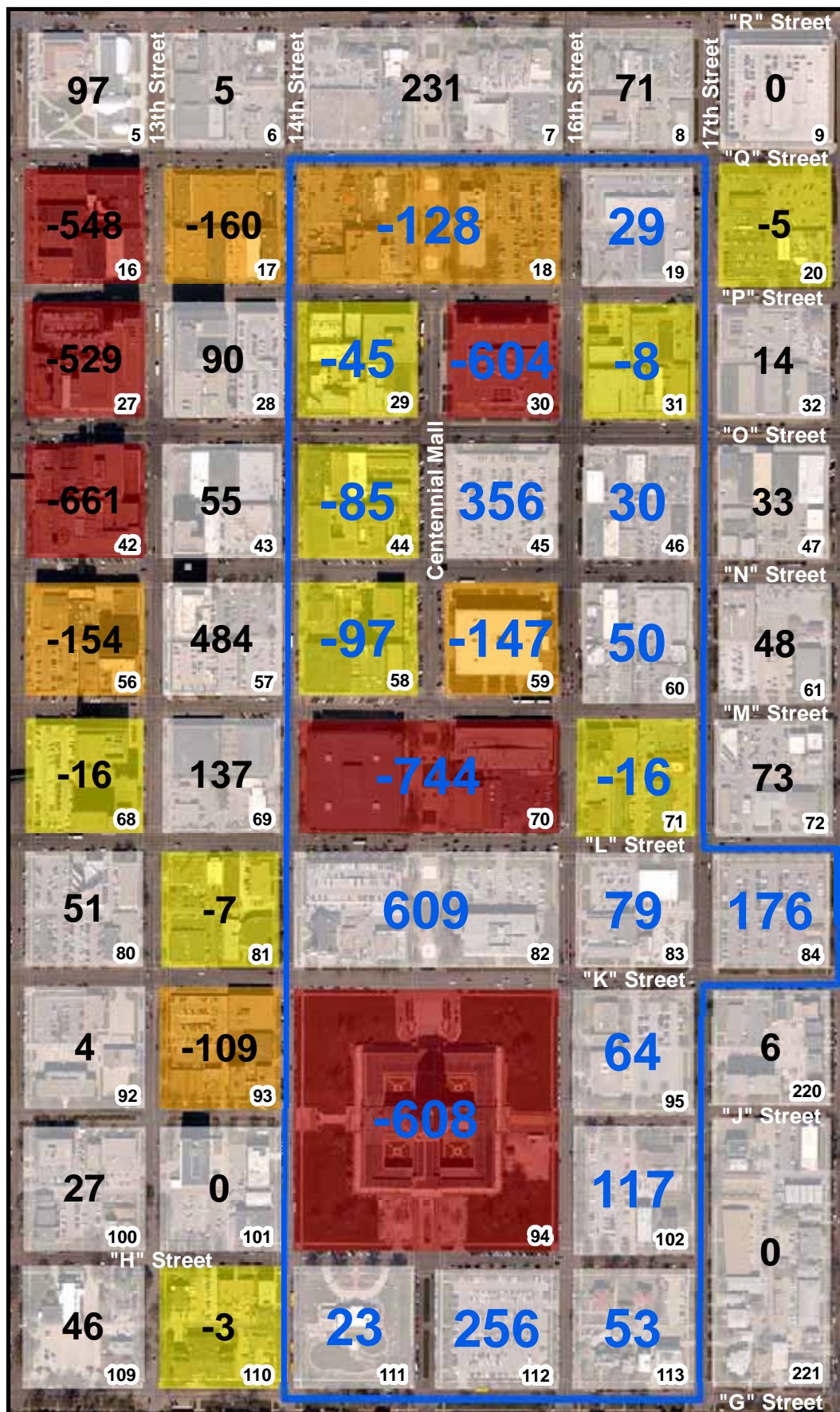


Figure 13
East Downtown - 2007 Projected
Adjusted Surpluses/Deficiencies By Destination (-640)